

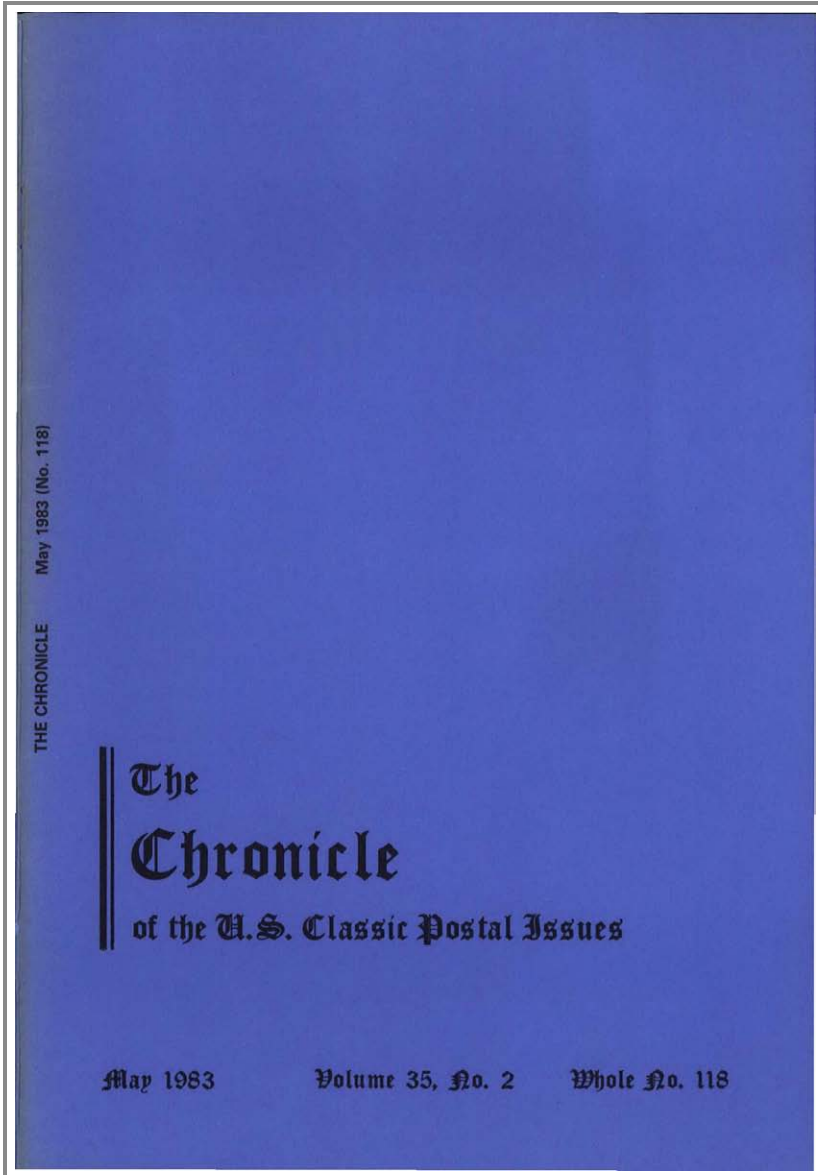


# U.S. Philatelic Classics Society

Volume: 35 Number: 2 Year: 1983 Chronicle: 118

Article: Georgia Railroad Manuscript Markings

Author(s): Douglas N. Clark



# Table Of Contents

items marked with \* cannot be viewed as an individual PDF document

[Click here to view the entire Volume: 35 No: 2 Chronicle: 118](#)

	<u>Starting Page</u>
<a href="#">Front Cover</a> (1 page)	Front Cover
<a href="#">Display Advertisement</a> (1 page) Advertiser: Robert A. Siegel Auction Galleries, Inc.	Inside Front Cover
<a href="#">Display Advertisement</a> (1 page) Advertiser: Richard C. Frajola Inc.	73
<a href="#">Display Advertisement</a> (1 page) Advertiser: Jack E. Molesworth, Inc.	74
<a href="#">Masthead</a> (1 page)	75
<a href="#">Display Advertisement</a> (1 page) Advertiser: John W Kaufmann	76
<a href="#">Table of Contents</a> (1 page)	77
In Memoriam	
<a href="#">In Memoriam, George E. Hargest, August 26,1906 - February 5,1983</a> (2 pages) <i>Susan M. McDonald</i>	78
Guest Privilege	
<a href="#">The Alexandria Postmaster's Provisional Stamps</a> (6 pages) <i>Philip T. Wall</i>	80
<a href="#">Once More, with Feeling</a> (1 page) <i>Philip T. Wall</i>	85
<a href="#">Display Advertisement</a> (1 page) Advertiser: Philatelic Restoration Workshop	85
Prestamp and Stampless Period	
<a href="#">First Standardized Postmarks of the District of Columbia</a> (5 pages) <i>Richard B. Krakaur, Thomas E. Stanton</i>	86
<a href="#">A Delaware River Marking</a> (2 pages) <i>Frederick A. Valentine</i>	91
<a href="#">Review: "Opinions: Philatelic Expertizing - An Inside View"</a> (1 page) <i>Herbert Bohren</i>	92
<a href="#">Display Advertisement</a> (1 page) Advertiser: Leonard H. Hartmann	93
U.S. Carriers	
<a href="#">The Carrier Stamps Of the United States - Philadelphia</a> (5 pages) <i>Elliott Perry, Robert B. Meyersburg</i>	94
<a href="#">Classified</a> (1 page)	98
<a href="#">Display Advertisement</a> (1 page) Advertiser: Simmy's Stamp Co. Inc.	99
1847 Period	
<a href="#">1847 Covers from Pennsylvania</a> (3 pages) <i>Creighton C. Hart</i>	100
<a href="#">Update of New York State Postmarks</a> (1 page) <i>Creighton C. Hart</i>	102
<a href="#">Display Advertisement</a> (1 page) Advertiser: Jacques Schiff, Jr. Inc.	103
1851-61 Period	
<a href="#">Yeardated Postmarks of New York State in The Prestamp Period</a> (4 pages) <i>Calvet M. Hahn</i>	104
<a href="#">Ritcherdson's Missouri Express Company</a> (2 pages) <i>Thomas J. Alexander</i>	107
<a href="#">Salt Lake City Straightline</a> (1 page) <i>Thomas J. Alexander</i>	108
1861-1869 Period	
<a href="#">Review: "The Salt Lake City Post Office (1849-1869)"</a> (2 pages) <i>Thomas J. Alexander</i>	108
1851-61 Period	
<a href="#">Five Cent Plate One Double Transfer</a> (1 page) <i>Stanley M. Piller</i>	109
<a href="#">Gasport, New York, Flag Obliterator</a> (1 page) <i>Thomas J. Alexander</i>	109
1861-1869 Period	
<a href="#">The 10¢ 1861 Type I Stamp on Cover</a> (6 pages) <i>William S. Weismann</i>	110
<a href="#">Transient Printed Matter Rates, 1860 - 63: the Star Die Wrappers</a> (4 pages) <i>Richard B. Graham</i>	115
<a href="#">The 1861 3¢ Lake</a> (1 page) <i>Robert B. Meyersburg</i>	118
<a href="#">Display Advertisement</a> (1 page) Advertiser: Richard B. Graham	118

<a href="#">Display Advertisement</a> (1 page) Advertiser: Edelman's	118
<a href="#">Display Advertisement</a> (1 page) Advertiser: Richard Wolfers Inc.	119
1869 Period	
<a href="#">10¢ 1869 Covers in the Pan - American Mails - Inbound Covers</a> (4 pages) <i>Michael Laurence</i>	120
<a href="#">Display Advertisement</a> (1 page) Advertiser: Andrew Levitt, Inc.	123
Bank Note Period	
<a href="#">Rare Banknote Stamps at Auction</a> (4 pages) <i>Richard M. Searing</i>	124
<a href="#">Review: "The Fresno and San Francisco Bicycle Mail of 1894"</a> (2 pages) <i>Richard B. Jordan</i>	127
<a href="#">Display Advertisement</a> (1 page) Advertiser: Earl P. L. Apfelbaum Inc	129
Railroad Postmarks	
<a href="#">Georgia Railroad Manuscript Markings</a> (4 pages) <i>Douglas N. Clark</i>	130
<a href="#">A Correction for the Record</a> (2 pages) <i>Charles L. Towle</i>	133
<a href="#">Display Advertisement</a> (1 page) Advertiser: George Alevizos	134
<a href="#">Display Advertisement</a> (1 page) Advertiser: William A. Fox Auctions, Inc.	135
<a href="#">Display Advertisement</a> (1 page) Advertiser: Chicago Classic Covers	135
<a href="#">Display Advertisement</a> (1 page) Advertiser: Randolph L. Neil	135
<a href="#">Display Advertisement</a> (1 page) Advertiser: New England Stamp	135
Foreign Mails	
<a href="#">More on 16¢ Credit Covers</a> (2 pages) <i>James C. Pratt</i>	136
<a href="#">Review: "United States Incoming Steamship Mail 1847 - 1875"</a> (2 pages) <i>Susan M. McDonald</i>	137
<a href="#">The Cunard Line's Mail Packets on the North Atlantic 1860 - 1869</a> (2 pages) <i>Walter Hubbard</i>	138
<a href="#">The Cunard Line's Mail Packets, 1860 - 1869: Sailing Lists</a> (2 pages) <i>Walter Hubbard</i>	139
<a href="#">Display Advertisement</a> (1 page) Advertiser: Four Star Philatelics, Inc.	141
The Cover Corner	
<a href="#">Answer to Problem Cover in Issue No. 117</a> (1 page) <i>Scott Gallagher</i>	142
<a href="#">Problem Covers for This Issue</a> (2 pages) <i>Scott Gallagher</i>	142
<a href="#">Display Advertisement</a> (1 page) Advertiser: Greg Manning Company Inc.	144
<a href="#">Display Advertisement</a> (1 page) Advertiser: Harmers of New York Inc.	Inside Back Cover
<a href="#">Display Advertisement</a> (1 page) Advertiser: Raymond H. Weill Co	Back Cover

## RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

We are pleased to present as guest columnist Mr. Douglas N. Clark of Lexington, Ga. In addition to being a foremost expert on the street car R.P.O. markings of the United States, Mr. Clark is a student of the railway markings of northern Georgia, ship and steamboat markings, and the markings of the Massachusetts Islands. I am sure you will find his discussion of Georgia Railroad manuscript markings of considerable interest.

### GEORGIA RAILROAD MANUSCRIPT MARKINGS

DOUGLAS N. CLARK

During construction of the Georgia Railroad, which began at Augusta in 1835 and ended in Atlanta ten years later, mail contracts existed, at different times, between Augusta and Greensborough, Madison, Social Circle, and Covington. One might expect the manuscript markings of this railroad to date from these early times, on these parts of the main line, or to come from the branches to Athens and Warrenton (Figure 1) which also had early mail contracts. But of the four known manuscript markings on this railroad, all date from after completion of the road, and each came about in a way that is somehow unexpected.

*Augusta & Oothcaloga R.R.* The Western & Atlantic Railroad, which eventually provided the first rail link between Atlanta and Chattanooga (Figure 1), was chartered in 1836, with construction beginning in March 1838. The road was completed from Atlanta to Marietta on September 1, 1845, with operation beginning upon completion of the Georgia Railroad on September 15.

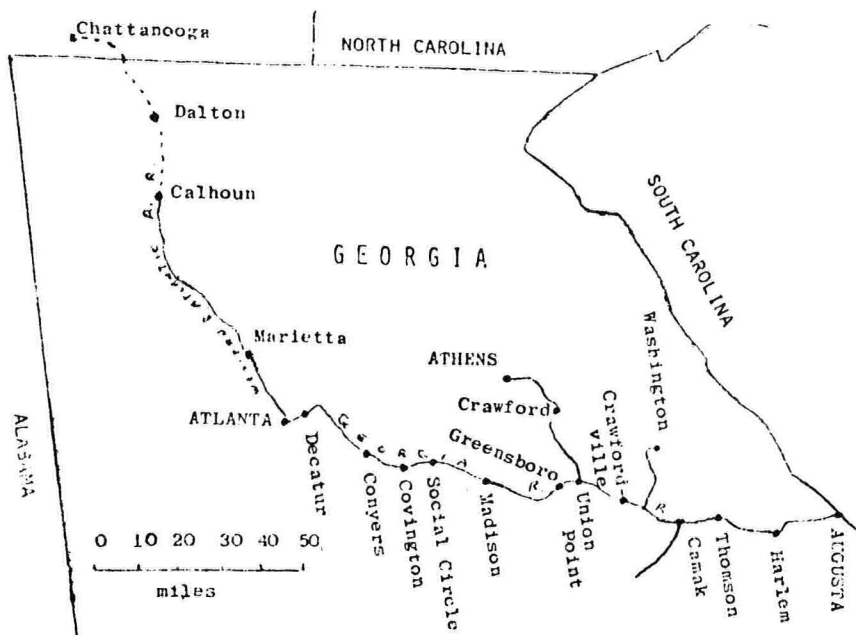


Figure 1. Map of the Georgia Railroad and Western & Atlantic Railroad, ca. 1846.

For some years the main lines of the Georgia Railroad from Augusta to Atlanta, and the Western & Atlantic Railroad, from Atlanta north, as far as completed, were operated cooperatively with one through train, changing equipment in Atlanta. The earliest listing of a mail contract on the Western & Atlantic Railroad is in the Postmaster General's Report for 1846,<sup>1</sup> which lists the route as Atlanta to Oothcaloga (now Calhoun). Augusta to Atlanta is

1. *PMG Report*, 1846, p. 701.

also listed. Nevertheless, the markings known during the period of the Atlanta to Oothcaloga contract show Augusta and Oothcaloga as the terminals (Figures 2 and 3). It is almost certain that the actual agents changed at Atlanta, since the trip from Augusta to Atlanta took ten hours and the trip from Atlanta to Oothcaloga, another seven and one half.

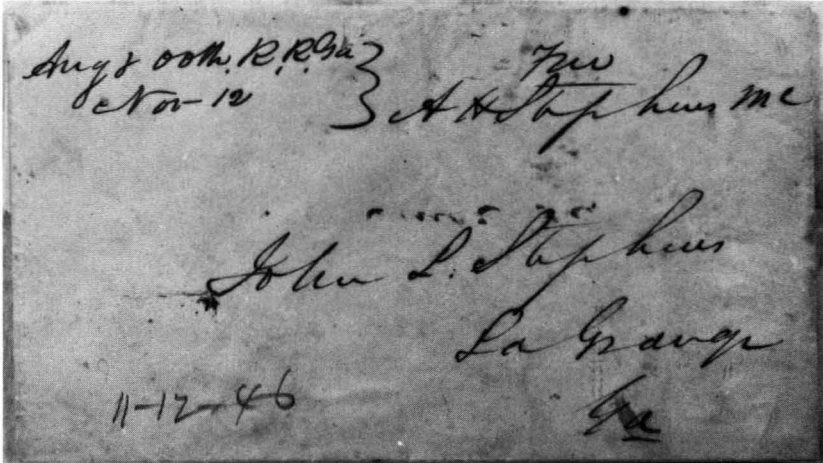


Figure 2. "Aug. & Ooth. R.R. Ga." manuscript marking, USTMC 355-I-1, on November 12, 1846, wrapper sent west from Crawfordville via Georgia Railroad. Free frank of Congressman Alexander H. Stephens.

The cover illustrated in Figure 2 is the earliest known cover from either the Georgia or the Western & Atlantic Railroad. The regular Georgia Railroad advertisements in the Augusta newspapers<sup>2</sup> show passenger service to Oothcaloga first available on April 24, 1846; it may have been several weeks before the mail contract went into effect, or a route agent was assigned.

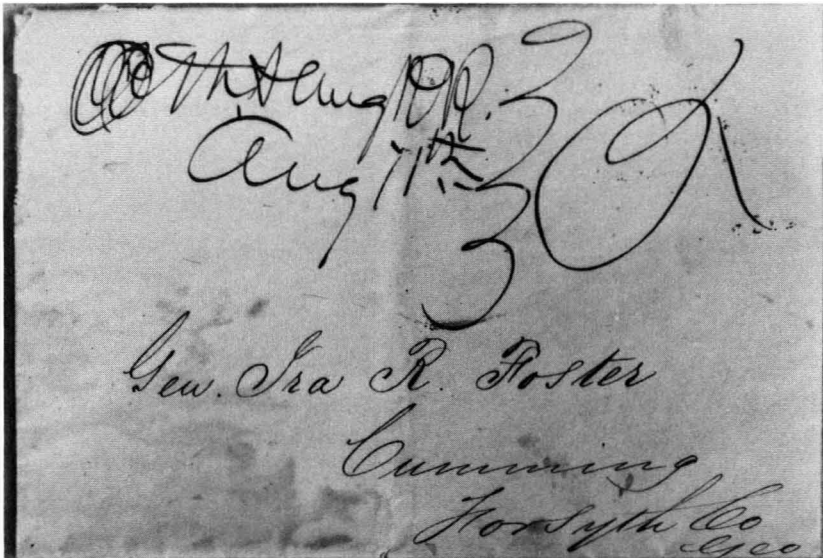


Figure 3. "Ooth. & Aug. R.R." manuscript marking on August 11, 1847, folded letter sent west from Augusta via Georgia Railroad. 5¢ rate of 1845, the single rate for under 300 miles.

In the summer of 1847, the Western & Atlantic Railroad was completed to Dalton and a corresponding mail contract was signed. A letter from Charles F.M. Garnett, Chief Engineer of the railroad, to the Acting Assistant Postmaster General, dated July 20, 1847, is

2. *Georgia Constitutionalist*, April 22, 24, 1846.

mentioned in J. H. Johnston's book.<sup>3</sup> According to Johnston, the letter states that on Thursday, July 22, trains would run through to Dalton and "we shall carry mail through on and after that date." The cover in Figure 3 shows that the route agents waited at least three weeks (evidently waiting for their instructions from the Acting Assistant Postmaster General) before showing the new terminus in their postal markings! The *Postmaster General's Report* for 1847 lists the Atlanta to Dalton contract as in effect as of November 11, 1847.

*Augusta & Atlanta R. R.* After the cover in Figure 3, no covers are known on this route until mid to late 1848. By this time, separate handstamps had been issued to the Georgia Railroad (USTMC types 355-A-1 to 4) and the Western & Atlantic Railroad (USTMC 357-A-1) agents, the latter still under the Atlanta to Dalton contract.

During the period from 1849 until the start of the war in 1861, handstamps of 355-A type on the Augusta to Atlanta route are some of the more common U.S. route agent markings. In all, at least four different devices were used. It is therefore somewhat surprising that the other two Georgia Railroad manuscript markings date from this period.

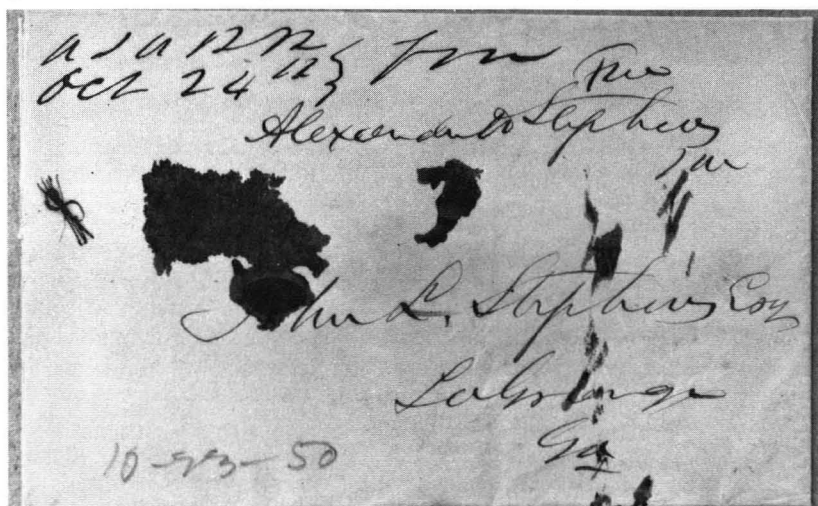


Figure 4. "A. & A. R.R." manuscript marking USTMC 355-J-1, on October 24, 1850, wrapper sent west from Crawfordville via Georgia Railroad.

The first of these, shown in Figure 4, reads simply "A & A RR," and "Free", owing to Congressman Stephens's frank. In a recent auction of Stephens material, this cover seems to have caused some confusion, the listing reading more like a description of the cover in Figure 2. In 1850, of course, an Augusta & Oothcaloga marking is out of the question, the Western & Atlantic Railroad having been completed to Chattanooga on May 9 of that year.

Of course use of a manuscript marking after introduction of handstamps is far from unheard of in postal history; the loss or misplacement of a postmarking device being more or less common. For a railroad route agent, the possibility of *leaving home* the device adds another possible reason for intermittent use of manuscript markings.

The fourth manuscript marking, in Figure 5, is on another Stephens cover. The marking, this time, reads simply "Geo. R.R." The enclosure that Stephens sent to his brother Linton in this cover mentions that the letter is being written in the evening and will be sent down to the train that night. Perhaps the agents on the night train received so few letters that they became careless about bringing their handstamps along.

Stephens's letter also proposes an experiment, whereby this letter was to be sent west via Madison, instead of east via Camak and Warrenton, the usual route. The results of the "experiment," communicated in brother Linton's answer, indicate that a letter sent the same day via the Crawfordville Post Office arrived first.

3. *Western and Atlantic Railroad of the State of Georgia*, p. 38.



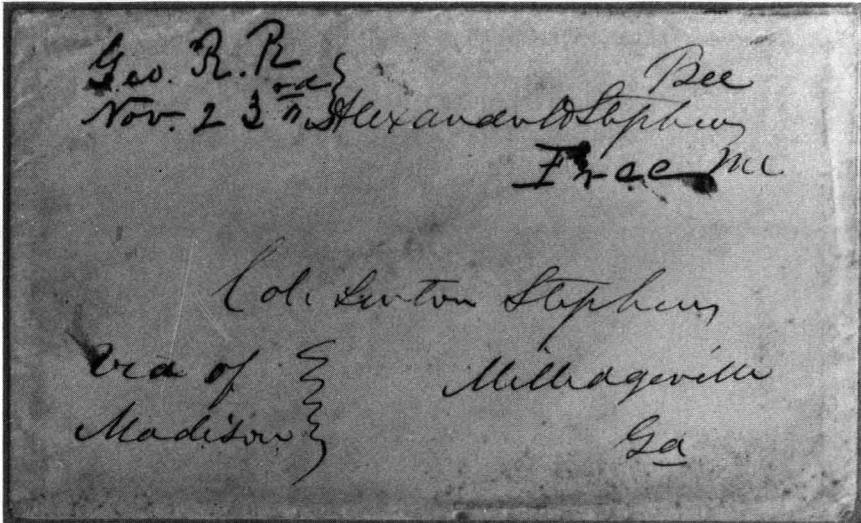


Figure 5. "Geo. R.R." manuscript marking on November 23, 1853, cover sent west from Crawfordville via Georgia Railroad.

*Conclusion.* How many more manuscript markings exist from the Georgia Railroad? It would certainly be interesting to see markings from the "part way" mail contracts before 1846, pre-war examples from the Athens and Warrenton branches, and other joint mail contracts with the Western & Atlantic Railroad, before its completion.

#### References

- Annual Report of the Postmaster General.* Government Printing Office, Washington, D.C., 1846, 1847.  
*The Georgia Constitutionalist,* Augusta, Georgia, April 22, 24, 1846.  
 Johnston, James H. *Western and Atlantic Railroad of the State of Georgia.* Georgia Public Service Commission, Atlanta, 1932.  
 Prince, Richard E. *Steam Locomotives and History. Georgia Railroad and West Point Route.* Published by the author, Green River, 1962.  
 Towle, Charles L., editor. *The United States Transit Markings Catalog, 1837 to 1974.* Mobile Post Office Society, Omaha, 1978.

### A CORRECTION FOR THE RECORD

In *Chronicle* 117, Feb. 1983, under title of "The 1851 9X1 Wilmington & Raleigh R.R. Cover" columnist Calvet Hahn makes certain statements which may create an erroneous impression upon postal history students not familiar with previous studies of railway postmarks. We quote from his observations, "I had used the actual cover for comparison originally when I drew this conclusion. For the three Towle/Remele styles I used photos of unquestioned covers rather than the Remele drawings."

This careless language may create implications that are not true. The illustrations in *United States Railroad Postmarks, 1837 to 1861*, by C. W. Remele, published by the U.S. 1851-60 Unit No. 11, are printed from *tracings* made on transparent material by an accurate method, from actual recorded "unquestioned" covers in all cases, except possibly seven markings added after Mr. Remele passed away. In *no sense* are they *drawings*. I possess in my files the actual tracings and records of the covers from which these tracings were made. These covers all belonged to experienced marking collectors of the time. Since then I have acquired many of the covers used, or have had an opportunity to check the tracings against many of the actual examples. All collectors of railway markings of the period may use the Remele catalog with confidence in the tracing illustrations as accurate examples, subject naturally to the differences that may occur from the manner in which the strike was applied by the hammer.